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P.O. Box, 35. Telephone No. 12.

BIRTHS.

On the 9th August, at No. 27, North Soochow Road, Shanghai, the wife of T. DANZEBERG, of a daughter.

On the 8th August, at Frankfurt-on-Maine (Germany), the wife of W. Gassenke, Shanghai, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL,
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th August, 1902.

The elementary explosive nature of the present "Concord of Europe" does not seem to have been diminished by recent events. The close of the South African War, and the apparently genuine efforts of both Britons and Boers to forget their past differences and throw their lots into a common receptacle, do not seem to have evolved any corresponding friendly move on the part of the nations of the Continent towards one another in general, or towards Great Britain in particular. When we come to the Far East again, we find all these little amenities exhibited in their full development. It might have been expected that Great Britain's honest attempt to bring about a commercial convention that would have tended to remove many of the disabilities under which trade in China is still suffering heavily, would have brought about some display of a common interest, and led to some mutual understanding on those points wherein all have a common interest. As well apparently might we look for the approach of the millennium or the evolution out of chaos of an Utopia. Although there is not a single stipulation in the proposed Treaty of Commerce which has been brought to a point by Sir JAMES MACKAY and now only needs the ratification of the Peking Government and the acceptance of the other Powers, in which any

actual advantage is claimed for England or British trade which does not equally apply to all, we find from every quarter difficulties being placed in the way, supported by private intrigues, which recall the worst time of the peace negotiations after the occupation of Peking. We do not mean to assert that the proposed treaty is free from error, or that discussion of its stipulations is to be deprecated. On the contrary, we are compelled to acknowledge that there are many and grave mistakes which go far to render it useless, if not practically detrimental; and if this were the ground of opposition, or if it offered any hope of freeing the instrument from these defects, and of enabling a really comprehensive scheme to be passed, we should certainly hail the opposition as likely to be helpful in the evolution of some really useful convention, which would prove to be conducive to the interests not only of the Powers, but of China herself.

The United States, for instance, object, it is understood, to the principle of the proposed treaty on the practical ground that whereas their trade is mainly with the northern provinces, which have till recently been free from the curse of the *tekin* collector, it is now proposed that a system in all respects similar should be there introduced; and that for this they would be subjected to a very definite surtax of seven and a half per cent. Herein, it must be confessed, there is a very substantial reason for disagreement; and the more so that many English merchants hold that in the new treaty Sir JAMES MACKAY has overvalued the concessions made by the Chinese.

With some of the other objections we have not the same sympathy, more especially those put forward by France and Russia. The French have, or pretend to have, secured certain rights in the southern provinces in respect to overland trade with which these new clauses are, they say, inconsistent, and as usual the Russians back them up by alleging similar rights in Mongolia and Manchuria. What these are neither is in a position to say; but the whole course of both French and Russian diplomacy in China is unfortunately founded on blind opposition to England, without too carefully entering into details. The interests of either as importers is so insignificant that, provided they can render a disservice to England, they are content to stoop to any intrigue however mean, any obstacle however detrimental to the common interest; and as the reactionary party in China is to a man opposed to any scheme having for its object the extrication of their country from its present slough of despond, there is abundant opportunity of hitting a back-handed blow. Unfortunately the management of the Maritime Customs has not been blameless, and has afforded a further opening for the reactionaries. One of the principal objects sought in the formation of the Foreign Customs service was that there should be between the Chinese Government and the foreign merchant a body of upright men independent of politics, who should act impartially in the collection of the revenue, and not interfere in affairs beyond this narrow sphere of duty. By the force of circumstances rather than any settled plan the head of the office came to be an Englishman, but the Office itself never lost its cosmopolitan nature; and the departmental heads came to be filled without any sacrifice of efficiency by men of all or any nationalities indifferently, all filled with a sense of the original scheme. Equally unfortunately, the conduct of the British Government towards the Inspector-General has throughout been marked by vacillation and weakness; and as a natural result of late the Inspector-General has been almost forced to become first the apologist, and eventually almost the creature of the reactionary party, which in turn has not failed to make him the tool of its further designs on the independence of the provincials. There is little doubt that it was from this source that the first proposal of Sir JAMES MACKAY, to ignore altogether the feelings of the provincial governments, proceeded; and there is also little doubt that much of the provincial suspicion of the ulterior objects of the extension of the power of the Foreign Inspectorate proceeds. On the other hand the jealousy exhibited by the foreign Powers, and more especially by France, Russia, and Germany, proceeds from a much less worthy cause, and is simply an indication of the general continental ill-will that has reduced to a barren garden the grotesquely named "Concord of the Powers."

The office of England is of course that she alone has conscientiously, if somewhat feebly and inconsistently, attempted to preserve the autonomy of China as a nation, and has not been willing to see the trade which she was the first to build up, and which she opened to the world at large irrespective of all merely private and selfish considerations, utterly ruined, or turned to her own detriment.

One fresh plague case (Chinese), ending fatally, was reported up to noon yesterday.

The N.C. Daily News Tientsin correspondent wired on the 8th August:—Merchants here applaud General Sharret's attitude as regards the New Treaty.

The *Rinaldo* left yesterday for Tytan Bay for firing exercise, and will return on Wednesday evening next, when she will probably leave for Weihaiwei.

At a meeting of the Council of the Royal Colonial Institute last month, Mr. William Keewick, M.F., in the chair, Mr. R. A. Gubbey, of Hongkong, was elected a Fellow.

The captain, officers, and ship's company of H.M.S. *Arcturion* offered a Cup, called the "Arcturion Challenge Cup," to be shot for on the 13th of August each year, and open to all comers in Shanghai.

At Tientsin on the 9th inst. the Haikuang bell was rung for the first time in honour of the Coronation Celebration. The Military Parade was abandoned owing to the condition of the ground after heavy rain.

The *Mercury's* Changin correspondent wrote in the 16th ult.—British and French gunboats have reached Kaiting. The Viceroy is very anxious that they should not come on here. We hear they are going to try.

The time of transit by the Chinese Eastern and Siberian Railways seems to be improving. A book-packet despatched from Port Arthur on the 10th June was received in London on the 7th ult., which is the fairly good time of 27 days.

The laws of British North Borneo have been so amended that in cases where rebels against the Government of the Territory have been convicted of murder, the sentence shall direct that the convicted person shall be shot till he is dead.

It is now reported from Peking that the temporary retention of H.E. Wu Ting-fang as Chinese Minister to Washington was the work of Viceroy Yuan Shikai, who greatly admires the useful work done by Wu for China since 1900, and is of opinion that his removal at the present juncture from Washington would be detrimental to the Government.

By kind permission of Major Berger and officers, the band of the Hongkong Regiment will play at the Hongkong Hotel to-night from 8 to 9.30 o'clock. Programme:—
March....."Shine, shine, moon".....Renger
Overture....."Light Cavalry".....Stupp
Selection....."F.R.S. Finlayson".....Cullen
Waltz....."Balls of New York".....Cootie
Suite....."Peer Gynt".....Greig
Piccilo Solo....."Pleasure".....Greene
God Save the King.....

The *Nichi Nichi* says that the preliminary investigation in connection with the Japan budget for the next fiscal year has been finished by the financial authorities. The latter are reported to have suggested several amendments to the proposals originally presented by each Department in connection with the budget. Each Department will now consider the amendments proposed by the financial authorities. It is said that if the budget is drawn up in the way suggested by the Department of Finance, it will cause a surplus in the National Treasury next fiscal year.

The Tokyo correspondent of the N.C. Daily News telegraphed on the 7th inst.—"In consequence of the violent behaviour of certain Chinese students in forcing an entrance to the Chinese Legation and threatening the Chinese Minister, the Japanese Government decided on deporting two of the leaders named Wu Ching-keung and Sun Kuei-shan. Whilst proceeding to the railway station, escorted by police, Wu Ching-keung, obtaining permission to alight from his jinniksha, threw himself into the moat, but was immediately rescued, and was sent the same afternoon by railway to Kobe for embarkation thence for China. A spurious document is now being circulated which, it is falsely alleged, was found upon the person of Wu Ching-keung, and which contains language of a somewhat inflammatory nature." A despatch of the 9th inst. adds:—"Apprehensive of the treatment by the Chinese Government of the deported Chinese students, the Japanese Government has instructed the Japanese Consul-General at Shanghai to inform the Chinese Government of the 'absolutely unpollitic character of the disturbance at Tokyo, and has desired him to watch over the safety of the deported students.'"

The attitude of the Press of Japan over King Edward's Coronation is thus described by the Tokyo correspondent of the N.C. Daily News, writing on the 9th inst.—"All the Japanese journals fill their pages with pictures of King Edward and Queen Alexandra, and with congratulatory odes, while the leading articles are full of the warmest tone of rejoicing at the Coronation, and say that Heaven evidently guards England, since a threatened calamity is speedily averted. The native papers declare that the development of Great Britain's greatness commenced in the reign of Elizabeth, and reached its first climacteric in the reign of Queen Victoria, and will assuredly reach still higher under King Edward's sway, as already his short reign is marked by three great historical events: firstly, the unification of the British Empire, covering a quarter of the habitable globe; secondly, the restoration of peace in South Africa; and thirdly, the Anglo-Japanese Alliance, which they all pray may expand and endure. The Native Press considers the postponement of the Coronation fortunate in one sense, since it dispelled apprehensions concerning the efficacy of the South African arrangement, and they believe King Edward's reign will be memorable in history for peaceful triumphs, whereas an earnest has already been afforded."

Immense swarms of locusts have appeared between Kiangyin and Chinkiang, doing great harm to the rice fields.

The following appointment has been made at the Admiralty—Commander O. de B. Brock, to the *Albion*, to date July 21st.

The Russian Government has decided to relieve the pressure on the Siberian Railway by constructing a branch line from Omak to Tiumen.

The first personal friend of King Edward who was admitted to his presence after the recent operation was the Marquis de Soveral, Portuguese Minister in London, who visited His Majesty on board the *Victoria and Albert*.

The King gave the Japanese men-of-war men, who are visiting England in connection with the Coronation, permission to visit Windsor Castle on three successive days last month. The sailors, together with their officers, number about 1,200.

Sir William Bisset, who recently visited Japan on behalf of a group of British capitalists, has returned to England, having concluded his investigations in Japan. His mission was in connection with possible loans to Japanese railways.

The U.S. transport *Buffalo* was expected at Wootton any time between the 15th and 18th instant. She brings out some 250 men, with a complement of officers for the Eastern Stations, and will proceed home again immediately with a corresponding number of time expired men.

Lieutenant J. B. Arbuthnot, of the 3rd Scots Guards, has been appointed A.D.C. to Sir H.A. Blake, and will, we believe, accompany him on the *Empress of India*, here early next week. Sir Henry with Lady and Miss Blake left Liverpool for Canada on the 19th ult. by the s.s. *New England*.

H.E. Chon Fu, who was Provincial Treasurer of Chihli, and an assistant of the late Marquis Li Hsiang-shan during the peace negotiations with the Powers in Peking, arrived in China, the capital of Shanling province, from Peking on the 8th inst., and took over his office on Saturday, the 9th instant, from Governor Chang Jen-chun, who is transferred to Shansi.

A telegram dated Berlin, 9th August, says:—"It is absolutely certain that Spain will not be supported by any European Power against France, as far as the latter can claim treaty rights. All Powers, including Great Britain, will remain neutral." Much depends on what neutrality means, here. It does not, we presume, imply that France is to make her own interpretation of treaty rights.

The Rome correspondent of the *Times* on the 17th ult. brought a most serious and extraordinary charge against some unknown English diplomatist of high rank. He said that Lord Currie had been informed by the Italian Foreign Minister that attacks upon him in "more than one Italian and foreign journal" had been inspired by "a personage in London who desired the Ambassadorial post in Rome."

The *Ostasiaticheske Lloyd* understands that Rear Admiral von Ahlefeldt, second in command of the German cruiser squadron, has been appointed to be naval administrative officer, and will leave for home about the middle of this month. Rear Admiral Count Bandislin, till now commander of the yacht *Hessensollen*, has been appointed second in command of the cruiser squadron, and will be succeeded by Commander von Usedom.

A Sheffield firm, says the *Sheffield Independent*, has received from the Japanese Government an order for a complete armour-plate mill. The plant comprises a 48in. armour-plate mill, with a three-cylinder reversing engine developing 12,000 horse power. The pressure exerted between the rolls will be about 5,000 tons. A mill of this power, besides being suitable for armour-plate work, can also be used for rolling plates of such thickness as are required for boilers, girders, and shipwork.

The Shanghai Cricket Club on the 9th inst. got up a match between teams called "Great Britain" and "Greater Britain"—a title which, as the N.C. Daily News report says, was somewhat absurd, as more than half of the winning side were born in Shanghai or Japan, neither of which places are in any sense of the word British possessions. Greater Britain scored 125 for 7 wickets (G.F. and O.V. Lansing 29 each) and then dismissed their opponents for 57, K.J. McEuen securing 6 wickets for 27 runs.

The commanders of four ships of the German East Asiatic cruiser squadron will be relieved next autumn, namely Commanders Paschen from the *Hansa*, von Semmern from the *Thetis*, Jacobson from the *Schwabe*, and Sthamer from the *Ilia*. Capt. von Semmern has been appointed commander of the *Hansa*, whilst Captains Dick, Wilbrandt, and Count von Platen zu Hallerndorf have been appointed commanders of the *Thetis*, *Schwabe*, and *Ilia* respectively. Capt. Jacobson will assume command of the coast artillery forces in Kioochu, whilst Capt. Paschen and Sthamer are at the disposition of the admiral in command of the Baltic naval station.

THE CORONATION SUPPLEMENT.

Copies of the Special Illustrated Coronation Supplement to the *Daily Press* are now on sale, though but few are left. The cost of postage to Europe is 8 cents a copy, and copies may be sent either by day's mail or the German mail leaving on Wednesday next. A second edition is in course of preparation.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 15th August, 10.5 a.m.

TERRIBLE CHOLERA EPIDEMIC
IN MANCHURIA.

An Odessa telegram reports a widespread and virulent epidemic of cholera in Manchuria and says that along a considerable section of the railway men are deserting their posts, while the Chinese are dying like flies. In the neighbourhood of Harbin whole villages have been deserted.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

SHANGHAI, 15th August, 10.5 a.m.

ANOTHER U.S. EXPANSION STORY.

The *New York Sun* states that the United States are considering the desirability of annexing Hayti and San Domingo.

REUTER'S SERVICE.

LONDON, 13th August.

FIGHTING IN VENEZUELA.

The Venezuelans insurgents have captured and sacked the town of Barcelona after six days' hard fighting. The killed on both sides are given at eight generals, twenty-three colonels, and one hundred and sixty-seven men. The American, Dutch, and Italian consulates were looted.

ANOTHER RUSSIAN GOVERNOR-SHOT.

An outrage took place yesterday evening at Kharkoff, Southern Russia, four shots being fired at the Governor, Prince Obolenski, wounding him in the neck. The culprit was arrested.

LONDON 13th August.

THE NEW CABINET.

The following, in addition to the appointments already notified, form the new Cabinet under Mr. Balfour's ministry:—
Earl of Halsbury—Lord High Chancellor.
Duke of Devonshire—Lord President of Council.
Marquess of Lansdowne—Secretary of State, Foreign Department.
Mr. Joseph Chamberlain—Secretary of State, Colonial Department.
Hon. St. John Brodrick—Secretary of State, War Department.
Lord George Hamilton—Secretary of State, India Department.
Earl of Selborne—First Lord of the Admiralty.
Lord Ashbourne—Lord Chancellor of Ireland.
Mr. George Wyndham—Chief Secretary for Ireland.
Lord Balfour of Burleigh—Secretary for Scotland.
Mr. Gerald William Balfour—President, Board of Trade.
Mr. Walter Hume Long—President, Local Government Board.
Mr. Robert W. Hanbury—President, Board of Agriculture.

LATE PETTY OFFICER GROUNDS.

The *Naval and Military Record* in its issue of the 17th ult. writes:—"In a letter received by the last mail from the China station mention is made of an interesting incident that occurred not long before the death of Petty Officer Grounds, who, according to Mr. Arnold-Forster, was not the best shot in the navy, but who, according to the official returns, did occupy the pride of place. But that has nothing to do with the story. After the Admiralty had given a negative answer to Mr. Keasley's suggestion that they should specially reward Grounds, Mr. Arnold White raised a subscription, and a plaque was forwarded to the crack gunner, who gratefully returned it on the plea that he was afraid its acceptance would not be approved by the Admiralty. Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiast as Mr. Arnold White, it is plain that Grounds could have taken no other course for the awarding of rewards and punishments must always remain in the discretion of the Admiralty; but the incident serves to forcibly call attention to the miserable scale on which prizes for phenomenal shooting in the navy are awarded, and if the subject were now judiciously handled, we might reasonably hope to witness ere long a readjustment." Had Grounds not died from cholera—the only fatality on the ship—it is certain that he would have been made a warrant officer at the age of 27, which would have been a substantial reward in itself, while his promotion would be for the good of the service as being a practical seaman on the text "Go then and do likewise." The esteem in which Grounds was held was testified at his funeral, which was attended by Commodore G. G. Robinson and Captain Percy Scott, under both of whom he served, while every officer and man of the *Terrible* who could be spared from duty was also present.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 14th August.

NEW OPIUM-FARMING MONOPOLY.

The opium farm in Canton has been taken over by Kwong Hing and Company, and the circumstances connected with it are these. A certain Ng Pi Kuo, a very capable and experienced man, late Chinese Consul at Singapore, sent a proposal to one of the Imperial Princes at Peking, saying that he thought he could raise revenue to the extent of two million dollars a year in Canton for the Imperial Government towards payment of the foreign indemnity. The Prince took this proposal with him and went to interview His Majesty the Emperor Dowager. The proposal was at once accepted, and a telegram was sent to the Viceroy, Tao Ku, to issue permission to Ng Pi Kuo, in the name of Kwong Hing and Company. Three hundred thousand dollars were paid down as a first instalment for six months' trial; if successful, the monopoly will go on, and after six months it should prove a failure, then new arrangements will be made. A dinner was given in the Kwong Ng College to the officials, directors, and shareholders, to inaugurate the affair. There seems to be a difference of opinion among the shareholders as to the chief directorship, which nearly resulted into a split. Some proposed Wong Po Tin of Hongkong, some Wong Yik Tong of Shun Tak, and others Ng Pi Kuo. Although the last named has been nominated chief director, one half of the shareholders are Hongkong people, and the other half are Hainanese and Cantonese. The Company intends to impose a tax of one mace and two candareens upon each tael of beiled opium, and also a tax on the opium remaining in stock in the opium retail shops. The opium-retailers were very much dissatisfied with the arrangement and they presented a petition to the Viceroy, who has disallowed the tax. It is rumoured that the opium-retailers have combined to buy as little raw opium as possible to foil.

AN EXAMINATION FIELD.

A military examination was held on the 9th inst. to choose candidates for admission into the military school. Over five hundred were sent from different districts, but one half had been suffering from dengue fever and did not appear. Of the other half most could hardly read and write, being more accustomed to performing feats of strength, and exercises with bows and arrows. Literature was little in their line, so only a small number is said to have been admitted.

THE WRECK OF THE
"ADELHEID."

With regard to the wreck of the s.s. *Adelheid*, the captain, being interviewed on behalf of the *Singapore Free Press*, reports as follows:—The s.s. *Adelheid* is a new steamer, 900 tons net register. She arrived in Labuan from Manila on the 22nd ult., took bunkers and sailed the following afternoon in ballast for Bangkok. On leaving Labuan the weather was fine, but we met very strong currents. On Thursday, 24th ult., at 1.40 p.m. struck S.E. point of the westernmost reef of the S. Loocha signal. As she was going full speed she ran right up on the reef. There was deep water all round. This reef is some 160 miles W. of Labuan, and some 80 miles from Baram Point. We tried steaming full speed astern, hauling on our anchor, but to no avail. The pumps were started at once but the water rose in spite of all efforts and the weather got worse, a heavy squall beginning to blow. I made up my mind to send off the chief officer and eight men in one of the life-boats. They left me on Friday, the 25th, at 7 a.m., and arrived in Labuan on Sunday the 27th, at 8 a.m. I tried again to get the steamer off the reef, but was unable to do so. The water was rising in the after hold and engine-room also but by hard pumping we managed to keep afloat. The sea began to rise and there were ugly breakers. By 11 p.m. the vessel was awash round and then by going full speed ahead I managed to get her off. I at once investigated affairs, there was water in both holds—the after one was half full, the engine-room had water in it but not enough to prevent the engines being worked. The best thing to do, as it appeared to me, was to try and make Baram Point. We had steamed some 40 miles when I discovered that the after hold was full of water. The engine flooded and ceased to work. The steamer had a bad list to port. We got out the starboard life-boat, made what arrangements we could, and took on board all remaining hands. It was about 9 p.m. on Friday, the 25th, when we left the *Adelheid*. We stood by for about two hours and a half. The steamer then was on edge and the after hold was awash. In the life-boat was myself and ten men. We experienced a heavy sea and finally, but at last arrived safely in Labuan on Sunday, 27th ult., at noon.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrives at Nagasaki at 7.30 a.m. on the 14th inst., and leaves again at 5 p.m. same day for Shanghai, where she is due to arrive at midnight, yesterday.

The C.P.R. steamer *Empress of China* arrives at Yokohama at 5 p.m. on the 14th inst., and leaves again at 12.30 p.m. same day for Yokohama, where she was due to arrive at 1.30 p.m. on the 14th inst.

The O.N.O. steamer *Doris*, with mails, etc., left Manila for this port on the 14th inst., at 11 p.m., and is due here at 10.40 a.m.

The s.s. *Empress of Japan* leaves Japan for New York on the 14th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE HONGKONG & WHAMPOA DOCK CO.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 16th August.

Sir,—That great philosopher of the age, Herbert Spencer, has, in a recent work, laid down the following maxim: "Do not suppose things are going right till it is proved they are going wrong, but rather suppose they are going wrong till it is proved they are going right."

With this maxim before us, let us see how it affects the position of the shareholders in the Hongkong & Whampoa Dock Co. in regard to the proposal for a new dock, soon to be submitted to an extraordinary meeting. The reasons advanced by the advocates of this scheme are firstly, that it is necessary that one should always be "abreast of the times," that is to say, to possess a bigger dock capable of taking in larger vessels, which may come our way when such vessels are built, as also, to serve as an adjunct to our present dock accommodation, in the event of that being fully occupied. The second reason advanced is that we should prepare to meet the powerful opposition of our neighbours.

Before discussing the merits or demerits of the reasons stated above, the principal point to be considered is what the undertaking is likely to cost us. If we accept the estimate given by fairly reliable authorities, the total cost will not fall short of four million dollars. As, however, estimates are proverbially unreliable, and generally err on the wrong side, another million may fairly be added to the figures already given, bringing the total outlay in round figures to five millions. On this basis then, we shall have to make an extra revenue on the following scale:

6 per cent. interest on five millions	\$300,000
10 per cent. depreciation	800,000
	\$1,100,000

The last figure may appear somewhat exaggerated, but when it is considered that our present docks with all the tremendous improvements effected in them during so many years need 16 per cent. allowance for depreciation (vide directors' report for last half year of 1901 and first of this year) surely the new dock at its inception would require at least an equal amount of trimming down in its book value. It is thus seen, that this job scheme requires \$1,100,000 a year to be just barely kept up. Will the new dock make this amount by itself?

Going into the question of providing larger accommodation for big vessels that are likely to be built in the future, we must not forget that the object of the great "shipping combine" is to expressly put a stop to that ruinous competition of building larger and larger ships, which has hitherto prevailed among the steamship lines of the Atlantic. For the present, therefore, the limit in size has been reached, at all events for some time. That being so, our present Kowloon dock seems amply big for all practical purposes. By only lengthening the No. 1 dock, we shall also be able to accommodate the very largest mercantile steamers afloat.

As to having the new dock serve as an adjunct, I need only point out what the directors themselves have to say on this head to show how absurd it would be to carry out any extension of our present accommodation. In their last report, the directors particularly point out that the first half of 1901 was exceptionally good and that we may take our present scale of work as our proper basis. Now it is not unreasonable to ask, during that period of fast times, on how many occasions were our docks employed to their fullest capacity? We might also go further and ask, granting that they were so full, was it at any time necessary to reject work, even when through someone's blunder the *Munchen* was allowed to slip through our hands. It would, however, be the height of folly to take as an example an exceptional half year—a half year we are told we may never see again. On sound business principles, the mode usually adopted for future guidance is to take an average period, and such a period has been the one which has just come to a close. Accepting this period as our guide, who but a lunatic would propose a vast outlay for more extensive accommodation, knowing, as he must know, that during the whole of the period we have taken as our guide our docks were almost half empty? But say we have as yet been reckoning without our loss. We have to far viewed our chances while still in the possession of a clear field. What about the opposition? An opposition, be it remembered, not hypothetical, or forming, or threatened, but an opposition that is very real indeed, and an accomplished hard fact, right under our very nose. If then, having no opposition to contend with and with a practical monopoly of docking, we can barely keep our docks half full, what amount of work, or rather what portion of our present work, are we to expect, when that powerful opposition, now slowly but surely raising its head, actually commences operations? Under such conditions, it would be sheer madness, not less than suicidal, to carry through the scheme contemplated, and one is forced to the conclusion that its advocates must be blind. No, I repeat, our opportunity for building a new dock has long passed. Time was when it would have been considered a sound policy, but in the face of two powerful oppositions, can there be two opinions?

There now remains the general principle that it is consistent with sound business rules to be "abreast of the times." True, but to be abreast of the times, everything depends on circumstances. As far as our project is concerned, circumstances have altered since it was first mooted. "Times change and projects must change with them."

Witness recently a local shipping company, which launched out in an ambitious scheme of increasing both its capital and tonnage, regard less of all warning, and which had hitherto done extremely well, but now finds itself in a den of a quagmire, and is floundering in deeper mud. It will probably be argued that if the scheme is so extremely unsuitable, how is it that it possesses some strong advocates? The answer is self-evident. There are some shareholders who have special interests, and would undoubtedly derive benefit were the scheme proceeded with, such, for instance, as those who could supply materials for building purposes, &c.

One important factor in connection with the opposition I had almost forgotten to mention. So far, we have only touched that question in its bearing on the amount of work that may be lost to us, but were we to increase our capital to the enormous extent proposed, we should be compelled to make a regular fight with our opponents, in which case there will be a cut-throat competition for a few years, involving a frittering away of a vast amount of British capital until one or both sides are landed in a bankruptcy court.

Against such cut-throat work the *Times* in a leading article on the "shipping combine" dwelt specially on the advantages gained by that combination, because it becomes the means of saving British capital from being frittered away in useless competition. We have thus the warning of an undoubted authority before us, which we should certainly take to heart.

However, putting aside all that has been said, in any scheme that is set before the shareholders, it is most important that the interests of those widows or orphans, whose all in all is invested in these shares, should be carefully guarded. This poor class can not afford to have their sole means of subsistence teased about in the uncertain seas of combined speculation or manipulation.

Other arguments can be produced ad infinitum, but I have already trespassed too much on your valuable space. I will sum up in one word, I would respectfully urge upon the general body of shareholders that when the scheme is laid before them for discussion they should insist upon receiving absolute and positive assurance that the proposed new dock shall not, now or at any future time, constitute a burden on the resources or revenue of the present establishment; that it must stand by itself and be capable of paying its own way. These conditions are demanded by the nearest common prudence. "Si quis agas prudenter agas, et respice finem," says an ancient Latin maxim, and it holds good still. How long would a business man last were he not to otherwise than with prudence? Let us profit by the experience of others. The case of the local S.S. Company I have already referred to above, but it cannot be too often repeated as a warning. This Company, from being in a most enviable position as the result of thoughtless expansion now finds itself in a life-and-death struggle, while its shareholders, despairing about getting any dividend, know not from day to day when they may have to put up their shutters.

The road we should follow seems clearly indicated. After years of nursing and the expenditure of vast sums, our establishment, thanks to a very hard-working staff, who fully deserved every cent of pay or bonus they received, has been brought up to a pitch of perfection which answers every reasonable call that is likely to be made on it. Let well enough alone, and tinker not with any Utopian schemes. We cannot go wrong in following the ripe and sage advice of the great Herbert Spencer which I again quote:

"Do not suppose things are going right till it is proved they are going wrong, but rather suppose they are going wrong till it is proved they are going right."—Yours, etc.

SHAREHOLDER.

REWARD FOR BRAVERY.

We understand that on the recommendation of H.E. the Officer Administering the Government, Police Constable 23, Connell, is to be awarded the *Belilus* Medal for saving life in the harbour during the typhoon on the 10th ult. The circumstances were reported by us at the time, and are as follows:—At 1 a.m. on the day mentioned a junk in Yaumatei bay was seen to be in distress. No means were at hand to rescue the unfortunate occupants, five in number, and it seemed that all hope for them was gone when Constable Connell, carrying a life-line, entered the water, and swimming as best as possible to the junk, threw the line aboard. By this means the lives of the five people were saved. It was extremely dark at the time, and the heavy sea and wreckage tossing about on the waves made Constable Connell's task an exceedingly dangerous one. The immersion brought on an attack of cramp, and Constable had to go to hospital. He is the man who recently dived into the water after three thieves who were escaping in their sampan and who finally took to the water; one of them, it may be remembered, he captured after a struggle. We are glad that Constable Connell's bravery is not to pass unwarded.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

17th August, 12th Sunday after Trinity.
Matins (11 a.m.).
Responses: Venetis, Crotch, Psalms, Smith, Wallace and Kimball; Te Deum, Hayes, Russell and Stainer; Benedicite, Garrett in G; Hymns: 4 and 164; Kyrie, Garrett in D flat; Offertory Hymn, 308.
Evangelium (6.45 p.m.).
Responses: Ferial, Psalms, Hayes, Wood, and Monk; Magnificat, Smart in G; Nunc Dimittis, Kelway in D (H.M.); Hymns: 259, 286, and 223; Vesper Hymn, Ward (2).

POLICE COURT.

Friday, 15th August.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

TURNING THE TABLES.

A hawker who was fined \$2 for obstruction charged the hawker who arrested him with assault. He told the magistrate that the constable caught him by the queue and slapped his face.

This evidence was corroborated by Abdul Sam-d, fourth clerk at the magistracy, and the hawker was fined \$3.

THEFT OF A PASSAGE-TICKET.

On Tuesday last, an already reported, a Cantonese was coming out of the Harbour Office carrying in his hand a passage-ticket which he had just taken out for Singapore by the steamer *Nem Sang*, when a street loafer, a native, snatched the ticket from him and passed it in a twinkling to a confederate, who bolted. The first man was caught by the duped Cantonese, who held on to him until a policeman came along. The case came up on remand, and the thief was sentenced to one month's hard labour.

EXCESS PASSENGERS.

P.C. Connell charged the master of the steam launch *Wo On* with carrying 49 passengers in excess of the number allowed by his licence. Altogether there were on board 120 people. The defendant, who pleaded guilty and said he could not prevent the overcrowding, was fined \$50.

He was fined \$15 on a second charge of not having his licence on a conspicuous place on the launch.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ASSAULT BY A LUKONG.

Chinese constable 366 was charged on remand with assaulting a private tickah-coolie. He denied having done so.

The evidence showed that the defendant stopped the complainant in the street and asked him to produce his tickah-licence. The complainant explained that he was in private employment, and consequently had no licence. Then the defendant, for apparently no reason whatever, struck the complainant and afterwards took him to the police station, probably to give colour to his action in striking the coolie as the assault had been witnessed by an European and a Chinaman, both of whom later gave evidence to that effect. At the station the lukong wanted to charge the coolie with having no licence, but the sergeant on duty refused to take it, and instead placed 366's name and number on the sheet.

He was subsequently discharged with a caution.

HEAVY FINE.

Two Chinamen were fined \$100 each or 14 days' hard labour for being in unlawful possession of twelve piculs of Japanese coal, value \$5.

INCOGNITO.

Allen Gardner, a Canadian, was sent to prison for two months with hard labour for failing to return to the house of detention, which he had left ostensibly to look for a job. He was committed as a vagrant on 17th June last, and twice before the present occasion had been imprisoned for not returning at sunset to the house of detention.

JOINT STOCK SHARES.

Messrs Vernon and Smyth say in their weekly share report, dated Hongkong, 15th August:—There has been more general enquiry in our market during the interval and review, and some of our principal stocks have improved in marketable value. Business, however, continues restricted, owing to the disinclination of holders to sell, except under pressure.

BANKS.—Hongkong and Shanghai have ruled quiet during the greater part of the week, and rates at \$60 1/2 and \$60 5/8 are reported. At the close, shares can be obtained at \$61 1/2, with some buyers at \$60 7/8. London is unchanged at \$63. Nationals can be procured at \$27.

MARINE INSURANCES.—Unions continue in request at \$30. China Traders are reported sold at \$57 and are wanted. North China has been placed at 17 1/2. Yangtze continues on offer at \$130. Cantons have sold and are in further request at \$160.

FIRE INSURANCES.—Hongkong are wanted at \$30. Chinas are unchanged at \$31 buyers.

SHIPPING.—Hongkong, Canton and Macao have sold at \$37, and are now offering at \$38 1/2. Indo-China continues steady with buyers at \$37. China and Manila can be procured at \$32 1/2 and \$34 1/2. Shell Transport has again changed hands at \$1 1/2. Star Ferries are procurable at quotations.

REFINERIES.—China Sugars have improved, and rates at \$105, \$106 and \$107 are reported. The market closing with buyers at \$105. Luzons have dropped to 9 1/2 with sales.

MINING.—Jelebus have improved to \$1 buyers. Ramba are weaker with sellers at \$7. Panjans and Charbonnages are unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have sold at gradually rising rates to \$205, at which more shares can be placed. Hongkong and Kowloon Wharves have sold at \$90 and are in further request. New Amoy Docks continue in demand at \$38.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investments have been done at \$105, 160 and \$170 and are in demand at \$160. Kowloon Lands and West Point are unchanged. Humphreys Estates have sold at \$112. Hongkong Hotels are quiet at \$135 with sellers, and Oriente Hotels at \$45 sellers.

COTTON MILLS.—There are no changes to report under this head.

MISCELLANEOUS.—Green Island Cement has sold at \$20, and can be placed at this figure. China Brooms have changed hands at the reduced rate of \$19. Fenwick's have sold at \$48. China Providents have again been done at \$10. Watkins have improved to \$7 buyers. Tobacco Trust are offering at \$45.

MEMOS.—Hongkong and Shanghai Banking Corporation, ordinary half-yearly meeting, tomorrow, 16th instant. Hongkong and Whampoa Dock Co. Ltd., ordinary half-yearly meeting on the 18th instant.

"Johnny," asked his mother, "have you said your prayers to-night?" "No, I haven't, and I didn't say 'em last night, either, and I ain't going to say 'em to-morrow night, and then, if nothing don't catch me, I ain't a-going to say 'em any more at all."

LATE TELEGRAMS.

SHANGHAI TIMES SERVICE.

THE CORONATION.

London, 8th August.

His Majesty's gift for saying and doing that which appeals to the public heart at the right time, serves the King on the eve of Coronation, when he has endeared himself to the people, through an expression of thanks for their devoted interest in his welfare. The message issued to-day says that he is most anxious to assure them of his heartfelt appreciation of the evidence of deep and widespread sympathy for him when his life was in imminent danger. He offers his most profound gratitude to Divine Providence, that his life has been preserved; and he entrusts that the prayers of the people be joined with his own, that he be given strength to discharge the important duties that will devolve upon him as Sovereign of a Great Empire. All London has heard the message, and loves the King for it more than ever. Holiday crowds throng the streets, which are in gala dress, cheering the King, and babbling with enthusiasm over to-morrow's event. Official assurances respecting the King leave no doubt that his infirmity has been sufficiently repaired to warrant confident expectations that his strength will prove equal to to-morrow's demands. If the brightening skies make good their promise of clear weather, the pageant will be one of rare brilliancy.

—AND AFTER.

London, 10th August.

Edward VII. and Queen Alexandra were crowned in Westminster Abbey shortly after noon yesterday, in a scene of great splendour and with impressive ceremony. Never in the memory of anyone living had that edifice been so gorgeously arrayed. Its appointments belittled the regal occasion which added another event of transcendent importance to its historic list. Efforts to which the Committee of Arrangements had long applied itself, to less in the order of the ceremony by curtailing it, were not ineffectual; but in spite of them the Coronation occupied more than two hours, and it proved so trying that the aged Prince, the Archbishop of Canterbury, flattered as he had been the Crown on His Majesty's head, overcame by his emotions. He would have fainted had not attendants caught him and carried him aside, where he rallied under the administration of restoratives and was able to resume his functions and crown the Queen.

Fear that the King's strength might yield to the excitement and fatigue of the occasion were happily dispelled. He bore himself through, not only with the dignity that distinguished him, but with every appearance of robust health. Neither in face nor carriage did he show a trace of illness. The multitude saw him at close range and can testify that he looked well, and the royal and other distinguished participants and spectators at Westminster Abbey manifested the most agreeable surprise when they saw him able to carry himself to the throne of the ceremony seemingly without fatigue. The Queen appeared rarely beautiful.

It was eleven o'clock when His Majesty set out from Buckingham Palace. The procession to Westminster Abbey occupied fifteen minutes. There were throngs of people along the way, shouting with enthusiasm, good-humoured, and well dressed. Even in the streets, away from any possible chance to see the procession, the crowds had attired themselves in their best, until it looked as if the commonplace had taken leave of London. During the long proceedings at Westminster Abbey, the spectators of the day were divided themselves with cheering and patriotic songs. They still had abundance of lung-power left to cheer the procession both ways, honouring next after their Majesties the heroes of the Boer war. There was a tremendous ovation for His Majesty's nurses when they reached Westminster Abbey. Automobiles figured as a conspicuous feature in Westminster arrivals. Gen. Henry Trotter, who commanded the troops, rode in one. On the stall two royal troopers, a soldier and a lady, Lord Edward Pelham Clinton was slightly hurt.

The exact time of the Coronation of His Majesty was 12:21 o'clock.

King's weather retrieved itself after having dallied with British patience for a season, and gave a smiling sky for the Coronation.

SOUTH AFRICA.

Krugger calls a conference.

London, 8th August.

A telegram at hand to-day from the Hague says that all of the Boer leaders except Lucas Meyer, Schalk Burger and Steyn—the last named being still gravely ill—will meet in conference at Utrecht on August 31, for the purpose of laying out a plan of action for the future. It has been proposed to agitate for the formation of an Irreconcilable Boer Party; the leaders to remain in Europe, for the dissemination of propaganda hostile to English interests, and the lieutenants and lesser chiefs to stir up discontent in South Africa. Mr. Krugger declines to invite Meyer to the conference because Meyer dined with Lord Kitchener, that offence having committed Meyer, in Krugger's view, to an attitude of reconciliation not compatible with patriotic principles. The Brussels correspondent of the *Standard*, who has been usually well informed concerning Boer sentiments and plans, hatched within his territory of observation, says he is in a position to affirm positively that Botha, De Wet, and Delarey, who are to attend the conference, are not in sympathy with the Irreconcilable Party project, and will declare themselves against it at the conference.

FOOCHOW.

From the *Foochow Echo* of the 9th inst. (which comes out in a special illuminated cover and with a poem in honour of the Coronation) we take the following items:—

It is affirmed that at the explosion that took place at Foochow on the 3rd inst., three barrels of gunpowder ignited and that only five lives were lost. Officially the accident was regarded as of small importance.

The programme for the celebration of the coronation to-day at Kuling includes a service at the church at 10:30 a.m., a picnic and children's sports in the afternoon, and fireworks and music in the evening.

On Thursday evening about 6 o'clock a fire broke out in East Street in the city, beyond the White Pagoda, and seventy houses were destroyed. The fire was caused by a matchbox of gunpowder ignited and that only five lives were lost. Officially the accident was regarded as of small importance.

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NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until Cash.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Pusan, Codes: A.B.C., 5th Ed. Liebig's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

WE have this day authorised Mr. FREDERICK HARTWIG NELLNER to SIGN FOR PROSECUTION the name of our Firm at Hongkong, Shanghai and Hankow.
MEYER & CO.
Hongkong, 15th August, 1902. [2202]

NOTICE.

TO LET.

"EERNFOOT," UPPER RICHMOND ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 16th August, 1902. [2203]

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS of the COMPANY'S HOTEL, on WEDNESDAY, the 27th AUGUST, 1902, at Noon, for the purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.
By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, 16th August, 1902. [2201]

JUST OPENED.

BEST ASSORTED CHOCOLATE CREAMS, ALMONDS, MACAROONS, BISCUITS, VANILLA, MILK, AND COFFEE, CHOCOLATE IN PACKETS.
Also
FASCALL'S GOLDEN MALTEX BERLINGOTS, &c.
H. RUTTONJEE,
No. 5, D'Almeida Street,
Nos. 39 & 40, Egin Road, Kowloon.
Hongkong, 16th August, 1902. [2204]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TUESDAY, the 19th AUGUST, 1902, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, PICTURES, CHINA VASES AND ORNAMENTS, TWO PIANOS, TWO BICYCLES, and One RICKSHA.
Also
One GOLD WATCH and One Pair GOLD EYE-GLASSES and CHAINS of the late Captain McARTHUR, &c., &c.
Terms of Sale—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 16th August, 1902. [2206]

TO BE PUBLISHED ABOUT WEDNESDAY, 20TH AUGUST.

THE TERRITORY OF WEIHAIWEI.

A DESCRIPTIVE GUIDE AND HAND-BOOK TO THE TERRITORY OF WEIHAIWEI, WITH MAPS AND ILLUSTRATIONS, &c., BY
C. E. BRUCE-MITFORD.

Among other features of interest the book will contain the Text of the Convention, Chinese Statistics, a Historical Sketch of the China-Japanese War in its relation to Weihaiwei, and a specially contributed survey of the career of the 1st Chinese Regiment.
Orders should be placed with the publishers.
Price \$1.00
KELLY & WALSH, LD.,
Shanghai, Hongkong, Singapore and Yokohama.
Shanghai, 11th August, 1902. [2205]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TANSUI.

THE Company's Steamship

"HAILONG," will be despatched for the above ports TO-DAY, the 16th inst., at 3 P.M. For Freight or Passage apply to DOUGLAS LARPAK & CO., General Managers.
Hongkong, 16th August, 1902. [2199]

THE HONGKONG WEEKLY PRESS is now ready and contains—

The Situation in South Africa and the Philippines.
Marcus and Other Islands.
Disease in Hongkong in 1902.
The Building Collapse Question.
French Affairs.
King's Message to Hongkong.
The Coronation.
Hongkong Legislative Council.
The Hongkong Coronation Contingent.
The Health of Hongkong.
Marcus Island.
The Terrible New Record.
A Tongshan Sensation.
Pouang in 1901.
Jacobs in North Siam.
Russian Outrage at Newchwang.
Canton.
Northern Notes.
Hongkong Chess Club.
Confusion at Peking.
French Indo-China.
The Trans-Siberian Route.
Troubles in Laos.
Hongkong and Port News.
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Hongkong, 16th August, 1902.

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.
(Taking Cargo at through rates to Tientsin, CHINKIANG and HANKOW.)
THE Steamship

"LYEEMOON,"
Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M. This Steamship has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 15th August, 1902. [2200]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARAMATTA,"
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex ss. Himalaya.
From Australia, ex ss. Oceana.
From Persian Gulf, ex ss. Penha and Kilia.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 15th inst.
Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesday and Friday. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.
E. A. HEWETT,
Superintendent.
Hongkong, 15th August, 1902. [2201]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 22nd of August, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of August, will be subject to rent.
Bills of Lading will be countersigned by
SANDER WIELER & CO.,
Agents.
Hongkong, 15th August, 1902. [1900]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS IN 2 SECONDS

SIEMSEN & CO.
Hongkong, 3rd October, 1901. [2204]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, HONGKONG, THIS DAY (SATURDAY), the 16th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1902.
By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 16th August, 1902. [2023]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 2nd, to the 16th day of August (both days inclusive) during which period no transfer of Shares can be registered.
By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2024]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 18th AUGUST, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.
The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th August, both days inclusive.
By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 28th July, 1902. [2052]

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at 11.45 A.M., when the subjoined Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 6th August, 1902, will be submitted for confirmation as a Special Resolution, namely—
"That the Company be wound up voluntarily, and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 6th August, 1902. [2141]

THE COMPANY'S HOTEL.

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PUBLIC COMPANY

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at Noon, when the subjoined Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 6th August, 1902, will be submitted for confirmation as a Special Resolution, namely—
"That the Company be wound up voluntarily, and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 6th August, 1902. [2142]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on TUESDAY, the 19th AUGUST, 1902, at 2.30 P.M., at their SALES ROOMS, 40, Des Voeux Road, the following valuable leasehold residential property situated at Mount Gough in the Peak District, Hongkong, viz.:—
All that piece or parcel of ground situate, lying and being at Mount Gough in the Colony of Hongkong abutting on the North side thereof partly on Government Ground partly on Rural Building Lot No. 2 and partly on the Remaining Portion of Rural Building Lot No. 1 and measuring thereon altogether 561 feet, on the South side thereof on Government Ground and measuring thereon 630 feet, on the East side thereof on Government Ground and measuring thereon 321 feet, and on the West side thereof on the Remaining Portion of Rural Lot No. 1 and measuring thereon altogether 355 feet which said piece or parcel of ground contains in the whole 137,440 square feet and is intended to be registered in the Land Office as Section A of Rural Building Lot No. 1 together with messuages, erections and buildings thereon known as "Brookhurst."
Term of Crown Lease 25 years—Apportioned Annual Crown Rent, \$44.00.
For further particulars and conditions of sale, apply to—
DENNIS & BOWLEY,
Solicitors,
Supreme Court House,
HUGHES & HUGH,
Auctioneers.
Hongkong, 8th August, 1902. [2154]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TUESDAY, the 19th AUGUST, 1902, at 2.30 P.M., at his SALES ROOMS, Dundell Street, a QUANTITY of HOUSEHOLD FURNITURE (moved to Sale's Rooms for convenience of Sale);
Also
Some BICYCLES (Tandem and Others).
Full Particulars from Catalogues.
On view from Monday, the 18th August.
Terms—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, 13th August, 1902. [2177]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. M. BEATTIE, Esq., to Sell by Public Auction, on SATURDAY, the 23rd AUGUST, 1902, at 2.30 P.M., within his residence "Strawberry Hill," Peak, THE WHOLE of his VALUABLE HOUSEHOLD FURNITURE, comprising—
CARVED TEAKWOOD OVERMANTLED CABINET, STools, TABLES, CARVED TEAKWOOD SIDEBOARD with BEVELLED GLASS TOP, FURNITURED CHAIRS and COUCH, TEAKWOOD EXTENSION DINING TABLE, DINNER WAGON, CHAIRS, ONE HEXAGONAL and One OCTAGONAL TABLES, ONE TEAKWOOD WRITING DESK (roll top), FENDERS, FIRE IRONS, GLASS and CROCKERY WARE, DOUBLE BRASS MOUNTED IRON BEDSTEADS, TEAKWOOD WARDROBES with BEVELLED GLASS, TOILET TABLES, WASHSTANDS, CARPETS, RUGS, MATTING, &c., &c.;
Also
A Large Assortment of PALMS and other PLANTS with POTS and STANDS;
And
One SEMI-GRAND PIANO, by John Broadwood & Sons, London.
Terms—As usual.
HUGHES & HUGH,
Auctioneers.
Hongkong, 6th August, 1902. [2153]

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J. W. KEW,
Manager,
20, Des Voeux Road.
Hongkong, 13th June, 1902. [165]

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Taipei, 6th December, 1901. [5778]

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AND HONG LEE FOR THE FAR EAST FOR 1902.

THE FOURTH ANNUAL ISSUE.

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NEW PLAN OF HONGKONG (SHANGHAI) with

Inset Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

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PLAN OF KOWLOON

MAP OF KOWLOON NEW TERRITORY

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United States—Tientsin, 1858; Additional Convention, 1880; Tientsin, 1894.

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Russia—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Tientsin Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1854; Duties Convention, 1855; Russia, Agreements as to Corea; United States Extradition Treaty, 1886.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1877; United States, 1882; Great Britain, 1895; Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1856; France, 1893; Japan, 1893; Russia, 1895.

Great Britain and France, Siam Frontier.

Great Britain and Russia, Railway Convention, 1899.

Great Britain and Siam, 1899.

CUSTOMS TARIFFS

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China, Japan, Siam, Corea.

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THE SEVEN SECRETS,

BY WILLIAM LE QUEUX

(Author of "Purple and Fine-Lined," "White Finde's Wife," "The Court of Honour," "If Sinners Entice Thee," &c., &c.)

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CHAPTER VIII.

AMBLER JEVONS IS INQUISITIVE.

People were about me the whole time. Hence I had no opportunity of re-examining the little object I had picked up from the spot where the murderer must have stood.

When morning dawned two detectives from Footland Yard arrived, made notes of the circumstances, examined the open window in the conservatory, made a few wise remarks, and closely examined the dagger in the hall.

Ethelwyn had taken her sister to a friend in the vicinity, accompanied by the nurse and the cook. The house was now in the possession of the police, and already it had become known in the neighbourhood that old Mr. Courtenay was dead. In all probability early passers-by, men on their way to work, had noticed a constable in uniform enter or leave, and that had excited public curiosity. I hoped that Ambler Jevons would not delay for I intended to go to the first in the field. If ever he had had a good mystery before him this certainly was one. I knew how keen was his scent for clues, and how carefully and ingeniously he worked when assisting the police to get at the bottom of any such affair.

He came a little after nine in hot haste, having driven from Hammermith in a hansom. I was upstairs when I heard his deep cheery voice crying to the inspector from Footland Yard.

"Hullo, Thorpe. What's occurred? My friend Doctor Boyd has just wired to me."

"Murder," responded the inspector. "You'll find the doctor soon where about. He'll explain it all to you. Queer case—very queer case, it seems."

"Is that you, Ambler?" I called over the banisters. "Come up here."

He came up breathlessly, two steps at a time, and gripping my hand asked:

"Who's been murdered?"

"The Mr. Courtenay."

"A most mysterious affair," I went on. "They called me soon after three, and I came down here, only to find the poor old gentleman stone dead—stabbed to the heart."

"Let me see him," my friend said in a sharp business-like tone, which showed that he intended to lose no time in sifting the matter. He had his own peculiar methods of getting at the bottom of a mystery. He worked independently, and although he assisted the police and was always welcomed by them, his efforts were always apart, and generally made by cunning, ingenuity and swift logical reasoning that were quite remarkable and marvellous.

I gave him a brief terse outline of the tragedy, and then, unlocking the door of the room where the dead man still lay in the same position as when discovered, allowed him in.

The place was in darkness, so I drew up the Venetian blinds, letting in the grey depressing light of the wintry morning.

He advanced to the bed, stood in the exact spot where I had stood, and where without doubt the murderer had stood, and folding his arms gazed straight and long upon the dead man's features.

Then he gave vent to a kind of disatisfied grunt, and turned down the coverlet in order to examine the wound, while I stood by his side in silence.

Suddenly he swung round on his heel, and measured the paces between the bed and the door. Then he went to the window and looked out; afterwards making a tour of the room slowly, and searching everywhere.

He did not open his lips in the presence of the dead. He only examined everything, swiftly and yet carefully, opening the door slowly and closing it just as slowly, in order to see whether it creaked or not.

It creaked when closed very slowly. The creaking was evidently what the under-housemaid had heard and believed to be the creaking of boots. The murderer finding that it creaked had probably closed it by degrees; hence it gave a series of creaks, which to the girl had sounded in the silence of the night like those of new boots.

Ambler Jevons had, almost at the opening of his inquiry, cleared up one point which had puzzled us.

When he had concluded his examination of the room and re-covered the dead face with the sheet, we emerged into the corridor. Then I told him of the servant's statement.

"Boots!" he echoed in a tone of impatience. "Would a murderer wear creaking boots? It was the door, of course. It opens noiselessly, but when closed it gives a creak. Curious, however, that he should have risked the creaking and the awakening of the household in order to close it. He had some strong motive in doing so."

"He evidently had a motive in the crime," I remarked. "If we could only discover it, we might perhaps fix upon the assassin."

"Yes," he exclaimed thoughtfully. "But to tell you the truth, Ralph, old chap, the fact which is puzzling me most of all at this moment is that extraordinary foreboding of evil which you confessed to me the day before yesterday."

"I explained to you," I answered, "how I saw that your thoughts were following in the same channel as my own. We both picked the unfortunate woman. My friend knew her well, for he had often accompanied me there and had spent the evening with us. Ethelwyn had told him of her careless Bohemianism, and for the

kind of things always at his command. Some times he used to amuse me for hours together, relating details of mysterious happenings. But at one time or another he engaged me. We were always fond of mystery, and he often held both of them breathless by his vivid narratives.

Thorpe, the detective from Scotland Yard, a big, sturdily-built, middle-aged man, whose hair was tinged with grey, and whose round, rosy face made him appear the picture of good health, joined us a moment later. In a low, mysterious tone he explained to my friend the circumstances of the discovery of the body of the victim, and the position of the knife.

In it Ambler Jevons at once scented a clue. "I never liked that fellow!" he exclaimed, turning to me. "My impression has always been that he was a sneak, and told old Courtenay everything that went on, either in drawing-room or kitchen."

Thorpe, continuing, explained how the back door had been found unlocked, and how Thorpe had admitted unfettering it in order to go forth to seek the assassin.

"A ridiculous story—utterly absurd!" declared Jevons. "A man doesn't rush out to shed blood for blood like that!"

"Of course not," agreed the detective. "To my mind, appearances are entirely against this fellow. Yet, we have one fact to bear in mind, namely, that being sent to town twice he was afforded every opportunity for escape."

"He was afraid," I remarked. "He knew that his safest plan was to remain and face it. If, as seems very probable, the crime was planned, it was certainly carried out at a most propitious moment."

"It certainly was," observed my friend carefully scrutinising the knife, which Thorpe had brought to him. "This," he said, "must be examined microscopically. You can do that, Boyd. It will be easy to see if there are any traces of blood upon it. To all appearances it has been recently cleaned and oiled."

Short admits cleaning it, but he says he did so three days ago," I exclaimed.

He gave vent to a grunt, from which I knew that the explanation was unsatisfactory, and replaced the knife in its faded velvet sheath.

Save for the man upon whom suspicion had thus fallen, the servants had all gone to the house where their mistress was lodged, after being cautioned by the police to say nothing of the matter, and to keep their mouths closed to all the reporters who would not doubt very soon be swarming in the district eager for every scrap of information. Their evidence would be required at the inquest, and the police forbade them, until then, to make any comment, or to give any explanation of the mysterious affair. The tongues of domestics were quickly and wildly in such cases, and have many times been the means of defeating the ends of justice by giving away important clues to the Press.

Ambler Jevons, however, was a practical hand at mysteries. He sat down in the library, and with his crumpled handwriting covered two sheets of paper with notes upon the case. I watched as his pencil went swiftly to work, and when he had finished, I saw him underline certain words he had written.

"Thorpe appears to suspect that fellow Short," he remarked, when I met him again in the library a quarter of an hour later. "I've just been chatting with him, and to me his demeanour is not that of a guilty man. He's actually been upstairs with the coroner's officer in the dead man's room. A murderer generally excuses himself from entering the presence of his victim."

"Well," I exclaimed, after a pause, "you know the whole circumstances now. Can you see any clue which may throw light on the affair?"

He slowly twisted his moustache again; then twisted his plain gold ring slowly round the little finger of the left hand—habit of his when perplexed.

"No, Ralph, old chap, can't say I do," he answered. "There's an unfathomable mystery somewhere, but in what direction I'm utterly at a loss to distinguish."

"But do you think that the assassin is a member of the household? That seems to me our first point to clear up."

"That's just where we're perplexed. Thorpe suspects Short; but the police, so often rush to conclusions on a single suspicion. Before condemning him it is necessary to watch him narrowly and note his demeanour and his movements. If he is guilty he'll betray himself sooner or later. Thorpe was foolish to take down that knife a second time. The fellow might have seen him and had his suspicions aroused thereby. That's the worst of police inquiries. They display so little ingenuity. It's all method—method—method. Everything must be done by rule. They appear to overlook the fact that a window in the conservatory was undoubtedly left open," he added.

"Well!" I asked, noticing that he was gazing at me strangely, full in the face.

"Well, has it not occurred to you that that window might have been purposely left open?"

"You mean that the assassin entered and left by that window?"

"I mean

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf A, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	To-day, at Noon.
LONDON, via SUEZ CANAL	GLINTURRET	Brit. str.	2 m.	E. Webster	McGREGOR BROS. & GOW	To-day.
LONDON & ANTWERP	TELEMACUS	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	ANTHONY	Brit. str.	2 m.	Potter	GIBB, LIVINGSTON & CO.	On or about 20th inst.
LONDON	DARDANUS	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	DIOMED	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	JASON	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	PTERUS	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES & LONDON	CANTON	Brit. str.	2 m.	Potter	P. & O. S. N. Co.	On 22nd inst., at Noon.
MARSEILLES, LONDON, & ANTWERP, SINGAPORE, &c.	TAMBA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MARSEILLES, &c., via Ports of Call.	POLYNESIAN	Brit. str.	2 m.	Chevalier	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
BRUSSELS, via Ports of Call.	BAYEN	Ger. str.	2 m.	H. Bleker	MELCHERS & CO.	On 23rd inst., at Noon.
HAVRE, BREMEN & HAMBURG	C. F. F. LARSEN	Norw. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	PREIBURG	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	SILVIA	Ger. str.	2 m.	Behrens	HAMBURG-AMERIKA LINIE	On 23rd inst.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	2 m.	Mosca	SANDER, WIELER & CO.	To-day, at Noon.
NEW YORK via SUEZ CANAL	LENNOX	Brit. str.	2 m.	Lennox	DODWELL & CO., LIMITED	About 23rd inst.
NEW YORK via SUEZ CANAL	INDIAN	Brit. str.	2 m.	Indian	JARDINE, MATHESON & CO.	On 15th September.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	F. F. Bement	STANDARD OIL CO. OF NEW YORK	On or about 18th inst.
NEW YORK via SUEZ CANAL	SENeca	Brit. str.	2 m.	Solby	McGREGOR BROS. & GOW	On 15th September.
TAMBOUR, via SHANGHAI, &c.	EXPRESS OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 27th inst., at Noon.
TAMBOUR, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 10th September.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	K. Ohno	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ITO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 8th September, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	HYADES	Brit. str.	2 m.	Hollingsworth	DODWELL & CO., LIMITED	On 12th September.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 18th inst.
AUSTRALIAN PORTS	THINAN	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	Klausberger	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA & KOBÉ	NIPPON	Aus. str.	2 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	KAMAKURA MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On or about 23rd inst.
KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	PARRAMATTA	Brit. str.	2 m.	P. J. Fox	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	LYNEMOON	Ger. str.	2 m.	Th. Lehmann	SIMONSEN & CO.	To-day, at 4 P.M.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	A. L. Valentini	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On or about 30th inst.
NINGPOO & SHANGHAI	WOOSUNG	Brit. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On 19th inst.
TAMBOUR, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	2 m.	T. Ogata	MITSUI BUSSAN KAISHA	To-morrow.
AMPOY, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 20th inst.
FOOCHOW, via SWATOW & AMOY	AMPOY MARU	Jap. str.	2 m.	G. Sakano	MITSUI BUSSAN KAISHA	On 27th inst.
AMOY, SHANGHAI & CHINKIANG	CHINKIANG	Brit. str.	2 m.	Gibson	BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOY & SHANGHAI	HALCOON	Brit. str.	2 m.	Gibson	DOUGLAS LARSEN & CO.	On 15th inst.
SWATOW, AMOY & SHANGHAI	CHANGCHOW	Brit. str.	2 m.	Gibson	BUTTERFIELD & SWIRE	On 15th inst.
LOILO (DIRECT)	I DE LA RAMA	Aus. str.	2 m.	F. Snell	ELIOT DE LA RAMA	On 21st inst., at Noon.
MANILA	YUENSANG	Brit. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	On 19th inst., at Noon.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tate	MITSUI BUSSAN KAISHA	On 19th inst., at Noon.
MANILA	DIAMANTE	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 21st inst., at 4 P.M.
MANILA	SUNGLANG	Brit. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 23rd inst.
SINGAPORE, COLOMBO & BOMBAY	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISAFU	Brit. str.	2 m.	E. J. Tidd	JARDINE, MATHESON & CO.	On 21st inst., at 3 P.M.

NIPPON YUSEN KAISHA

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
MIKE MARU	(SINGAPORE, COLOMBO, and BOMBAY)	SATURDAY, 16th August, at 4 P.M.
TAMBA MARU	(MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID)	SATURDAY, 23rd August, at DAYLIGHT
RIJUN MARU	(VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA)	MONDAY, 25th August, at 4 P.M.
KAMAKURA MARU	(KOBÉ and YOKOHAMA)	FRIDAY, 29th August, at DAYLIGHT
KUMANO MARU	(NAGASAKI, KOBÉ, and YOKOHAMA)	FRIDAY, 29th August, at NOON
KASUGA MARU	(SYDNEY and MELBOURNE, via THURSDAY ISLAND TOWNS, VILLE and BRISBANE)	SATURDAY, 30th August, at NOON
ITO MARU	(VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA)	MONDAY, 8th Sept., at 4 P.M.

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PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	PARRAMATTA	Noon, 16th August	Freight or Passage.
LONDON, &c.	BALLAARAT	Noon, 16th August	See Special Advertisement
MARSEILLES and LONDON	CANTON	Noon, 22nd August	Freight or Passage.
YOKOHAMA, via SHANGHAI	CANDIA	About 23rd August	Freight only.
MOJI and KOBÉ (Passing through the Inland Sea)	J. D. Andrews, R.N.R.	About 23rd August	Freight or Passage.
SHANGHAI	BENGAL	About 30th August	Freight or Passage.

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Hongkong, 16th August, 1902.

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BAYERN	WEDNESDAY, 20th August
KONIG ALBERT	THURSDAY, 4th September
PRINZESS IRENE	THURSDAY, 18th September
PRINZ REGENT LUTPOLD	WEDNESDAY, 1st October
PREUSSEN	WEDNESDAY, 10th October
HAMBURG	WEDNESDAY, 19th November
SACHSEN	WEDNESDAY, 28th November
GERA	WEDNESDAY, 10th December
KLAUSCHOU	WEDNESDAY, 24th December
BAYERN	WEDNESDAY, 7th Jan. 1903
KONIG ALBERT	WEDNESDAY, 21st Jan. 1903
PRINZESS IRENE	WEDNESDAY, 4th Feb. 1903
DARMSTADT	WEDNESDAY, 18th Feb. 1903
PREUSSEN	WEDNESDAY, 4th Mar. 1903
HAMBURG	WEDNESDAY, 18th Mar. 1903

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ON WEDNESDAY, the 20th day of August, 1902, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleker, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port at Noon, CALLING AT NAPLES and GENOA.

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PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
C. FERD. LARSEN	(HAMBURG, BREMEN, and LONDON)	On 25th Aug. Freight
KONIGSBERG	(HAMBURG, BREMEN, and LONDON)	On 10th Sept. Freight
BAMBERG	(HAMBURG, BREMEN, and LONDON)	On 24th Sept. Freight
PREIBURG	(HAMBURG, BREMEN, and LONDON)	On 8th Oct. Freight
SILVIA	(HAMBURG, BREMEN, and LONDON)	On 22nd Oct. Freight

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To be followed by a.s. "AFTON" on or about the 15th September.

For Freight apply to SHAW, TOMES & CO., Agents.

Hongkong, 16th Aug. 1902.

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SHIPPING.

ARRIVALS.

Aug. 15, BALLAARAT, British str., 2,679, R. A. Peters, Shanghai August 14th, Teo, Silk, 5,000, and Mails. P. & O. S. N. Co.
Aug. 15, CHINA, Australian str., 6,000, P. Mosca, Yokohama and Kobe 14th Aug. General. S. J. G. Parsons.
Aug. 15, DAJIN MARU, Jap. str., 900, T. Ogata, Tientsin, Amoy and Swatow 14th August. General. M. E. KAISER.
Aug. 15, DIAMANTE, British str., 1,254, T. Rodger, Manila 14th August, General. SHAW, TOMES & CO.
Aug. 15, GLENTURRET, British str., 3,025, E. Webster, Shanghai via Fookchow 13th Aug. General. McGREGOR BROS. & GOW.
Aug. 15, HALCOON, British str., 783, S. Gibson, Swatow 14th August, General. DOUGLAS LARSEN & CO.
Aug. 15, HOIHOA, French str., 109, Morley, Hongkong and Heliopol 14th August, General. A. H. MARRY.
Aug. 15, PARRAMATTA, British str., 2,34, P. J. Fox, R.N.R., Bombay 14th July at 5 P.M. 10th August, Mails and Gen. str. P. & O. S. N. Co.
Aug. 15, THRA, German str., 924, Ohlerich, Chiofalo via Newchwang 14th Aug. General. JENSEN & CO.
Aug. 15, WHAMPOA, British str., 1,109, Lever, Shanghai 8th August. BUTTERFIELD & SWIRE.
Aug. 15, LYNNMOON, German str., from Canton, 15th August.

DEPARTURES.

AWA MARU, Japanese str., for Kobe, 15th August.
BYRON, Norwegian str., for Chiofalo, 15th August.
DURE of PIPE, British str., for Tacoma, 15th August.
HATCHECO, British str., for Coast Ports, 15th August.
KONIGSBERG, German str., for Bangkok, 15th August.
KONIGSBERG, British str., for Manila, 15th August.
PRONTO, Norwegian str., for Heliopol, 15th August.
SOLACK, Am. str., for Manila, 15th August.

VESSELS IN DOCK.

ARRIVED DOCKS.—I. de la Rama, Kowloon Dock, 14th August, Tingsung, Pac.
COSMOPOLITAN DOCK.—Marie Jensen, Salsburg, 14th August.

SHIPPING REPORTS.

The British steamer Diamante from Swatow 14th inst., had light northerly wind and smooth sea.
The British steamer Whampoa from Shanghai 8th inst., had strong S.W. winds and heavy S.W. swell; latter port line.
The British steamer Glenturret from Shanghai via Fookchow 13th inst., had fine, clear and calm, slight southerly swell.

VESSEL ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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"DIAMANTE,"
Captain H. Rodger, will be despatched for the above port on THURSDAY, the 21st inst., at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to SHAW, TOMES & CO., General Managers.
Hongkong, 16th August, 1902. [2188]

VESSELS ON THE BERTH

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PLYMOUTH AND LONDON.

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"BALLAARAT"

Captain R. A. Peters carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 16th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

HONGKONG, 14th August, 1902. [1]

"GLENTURRET."

Captain E. Webster will be despatched as above TO-DAY, the 16th August.

For Freight, apply to McGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902. [1657]

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENTURRET."

Captain E. Webster will be despatched as above TO-DAY, the 16th August.

For Freight, apply to McGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902. [1657]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEZE AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"CHINA."

Captain Mosen will be despatched as above TO-DAY, the 16th August, at Noon.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight apply to SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, 22nd July, 1902. [1800]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1902

"LENNOX" ... About 23rd Aug.

"HEATHBURN" ... 31st Aug.

"AERIDI" ... 10th Sept.

"HILLGLEN" ... 20th Sept.

"BIRCHMOUNT CASTLE" ... 30th Sept.

"LOTHIAN" ... To follow.

"LOWTHER CASTLE" ... To follow.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 16th August, 1902. [711]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOK

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"PYRREUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.

FOR	TO SAIL	DATE
LONDON and ANTWERP	"TELEMACHUS"	On 20th August.
LONDON	"ANTENOR"	On 9th September.
LONDON	"DARDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LIVERPOOL	"JASON"	On 14th October.
LIVERPOOL	"PYRREUS"	On 20th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO. 15
Hongkong, 13th August, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI & CHINKIANG	"CHINKIANG"	On 16th August.
SHANGHAI	"WHAMPOA"	On 17th August.
SWATOW, AMOI and SHANGHAI	"CHANGCHOW"	On 18th August.
NINGPO and SHANGHAI	"WO SUNG"	On 19th August.
MANILA	"SUNGKIANG"	On 23rd August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	"TSINAN"	On 23rd Aug. at 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. 12

Hongkong, 16th August, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 17th August.
TAMSAI, VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 24th August.
ANPING, VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 20th August.
FOOCHOW, VIA SWATOW AND AMOI	"ANPING MARU"	WEDNESDAY, 27th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamai to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.
For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents. 15
Hongkong, 16th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAPURA"	3,152	Hollingsworth	August 18, 1902
"INDRASAMHA"			September 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT. 41
Hongkong, 14th August, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 19th inst., at Noon.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers. 2183
Hongkong, 14th August, 1902.**TOYO KISEN KAISHA,**
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.

Captain Tate, will be despatched for MANILA on TUESDAY, the 19th inst., at Noon.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents. 1718
Hongkong, 9th August, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG"

Captain E. J. Tate, will be despatched as above on THURSDAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers. 2183
Hongkong, 14th August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
"SENECA" Aboard 16th August.
For Freight and further information apply to
STANDARD OIL COMPANY OF NEW YORK.
Oriental Shipping Department.
Agents.
Hongkong, 13th August, 1902. 2176

FOR IPOILO (DIOROT).

THE Steamship

"I DE LA RAMA."

Captain F. Such, will be despatched as above on THURSDAY, the 21st inst., at Noon.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

HJOS DE LA RAMA,

12, Boscawell Arcade, 1st Floor.
Hongkong, 15th August, 1902. 12186

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON"

Captain Klausberger, will leave for the above places on FRIDAY, the 22nd inst., at P.M.

This Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to

SANDER, WILBER & CO.,

Agents. 3
Hongkong, 15th August, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 29 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersecretary.

NEXT SAILINGS.

"TSINAN" leaves on 23rd August.

"CHANGSHA" " " 2nd September.

"CHINGTUNG" " " 29th August.

"TAIYUAN" " " 24th October.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS

CHINA NAVIGATION CO., LD.

Hongkong, 1st August, 1902. 1881

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, 1890

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th August, 1902, at 1 P.M. the Company's Steamship "POLYNESIE" Captain Chevalier, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. 2
Hongkong, 15th August, 1902.

CHEONG SHING GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARES, EMBROIDERY, AND CHINESE CURIOS.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & Co.)

Hongkong, 2nd June, 1902. 1155

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.

TOP STORIES, 41 & 43, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, 22nd April, 1902. 1191

HUNG CHAI & CO., WONGKOK, YAUMATEL.

MANUFACTURERS OF MOSAIC BRICKS OF ALL COLOURS and Designs.

YEE SHUN & CO., Agents. No. 61, Bonham Strand.

Hongkong, 6th March, 1902. 171

APOL & STEEL PILLS.

A Remedy for all irregularities. Suffering from Acids, Constipation, Flatulency, etc.

S. S. WATSON & CO., L.D. HONGKONG.

MARTIN, chemist, SOUTHVIEW, L.D. 1557

NOTICE TO CONSIGNEES. INDIA-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"LAISANG,"
having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 16th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 12th August, 1902. 2179

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. 15
Hongkong, 15th August, 1902.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"AWA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY, 15th inst.

Goods not cleared by the 20th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 23rd inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 13th August, 1902. 2186

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG,"

Captain Kiehnner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersecretary and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-DAY, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 13th August, 1902. 2185

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENESK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 17th instant, will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Hongkong, 11th August, 1902. 2168

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp and Havre ex s.s. Ortel, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., To-DAY, 10th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersecretary. Goods remaining undelivered after MONDAY, the 18th August, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. 2
Hongkong, 10th August, 1902.

NOTICE OF FIRM.

THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.

Mr. SOUTHER KENT has been appointed our REPRESENTATIVE FOR THE HARBOR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY.

J. R. CAPELL, Manager.

Hongkong, 5th August, 1902. 2115

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1900. 1555

DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.

Also large Stocks to GANDY COTTON BELTING.

SOLE AGENTS, LUTGENS, EINSTAMANN & CO. HONGKONG. 12-119

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.O. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tides... 264 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tides... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest IMPROVEMENTS and are capable of doing work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1534

AVERAGE MARKET PRICES.

August 14th, 1902.

The Prices are given in Dollar Centes. A catty is 14 lbs., 1 picul 134 lbs.

BUTCHER MEAT.

Cattle Meat: Mutton, Beef, Pork, etc.

Poultry: Chicken, Duck, etc.

Fish: Salmon, Tuna, etc.

Vegetables: Potatoes, etc.

Fruit: Apples, etc.

Spices: Pepper, etc.

Miscellaneous: etc.

Exchange Rates: etc.

Gold and Silver: etc.

Commodities: etc.

Markets: etc.

Summary: etc.

Notes: etc.

Footnote: etc.

Page: etc.

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Printed: etc.

By: etc.

At: etc.

In: etc.

For: etc.

On: etc.

At: etc.

By: etc.

At: etc.

In: etc.

For: etc.

On: etc.

At: etc.

By: etc.

At: etc.

In: etc.

For: etc.

POST OFFICE NOTICES

Inward parcels by a. *Parramatta* are now ready for delivery.
The *Paris*, with the American Mail, left Manila on Thursday, the 14th inst., at 11 p.m., and may be expected here to-day.
The *Nippon Maru* with the American Mail of the 25th ult., left Yokohama on Wednesday, the 13th inst., a.m., and may be expected here on or about Thursday, the 21st inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hankow	Saturday, 16th, 7.30 A.M.
Yokohama and Kobe	Bombay	Saturday, 16th, 9.00 A.M.
Bangkok	Pharang	Saturday, 16th, 10.00 A.M.
Batavia	Heathery	Saturday, 16th, 10.00 A.M.
Karachi	Heathery	Saturday, 16th, 1.00 A.M.
SHANGHAI	Parramatta	Saturday, 16th, 10.00 A.M.
(Supplementary mail only)		
EUROPE, &c., India via Taticoria		(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
Macao	Hongkong	Saturday, 16th, 11.00 A.M.
Amoy, Shanghai and Chekiang	Chinkiang	Saturday, 16th, 1.00 P.M.
Satow, Amoy and Tientsin	Yuenyang	Saturday, 16th, 2.00 P.M.
Shanghai	Yuenyang	Saturday, 16th, 3.00 P.M.
Kumohuk and Samahai	Tungchow	Saturday, 16th, 4.00 P.M.
Shanghai	Whampoa	Saturday, 16th, 5.00 P.M.
Heihow and Pakhoi	Whampoa	Saturday, 16th, 5.00 P.M.
Hongkong	Satow	Saturday, 16th, 5.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Darwin Maru	Sunday, 17th, 9.00 A.M.
Satow, Amoy and Tientsin	Changchow	Sunday, 17th, 1.00 P.M.
Satow, Amoy and Tientsin	Yuenyang	Tuesday, 19th, 11.00 A.M.
Manila	Yuenyang	Tuesday, 19th, 11.00 A.M.
Moji, Kobe and Yokohama	Taitan	Tuesday, 19th, 11.00 A.M.
Bangkok	China	Tuesday, 19th, 1.00 P.M.
Straits and Calcutta	China	Tuesday, 19th, 1.00 P.M.
Ningpo and Shanghai	China	Tuesday, 19th, 1.00 P.M.
EUROPE, &c., India via Taticoria		(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
Singapore, Penang and Calcutta	Bayern	Sunday, 17th, 2.00 P.M.
Singapore	Bayern	Sunday, 17th, 2.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, and SAN FRANCISCO	Doric	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
Yokohama and Kobe	Nippon	Sunday, 17th, 3.00 P.M.
Manila	Singapore	Sunday, 17th, 3.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide	Taitan	Saturday, 23rd, 3.00 P.M.

TO-DAY.

Meeting of Hongkong and Shanghai Banking Corporation, noon.
Sale, Property, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	15th August.
Bank Bill, on demand	1.83
Bank Bill, at 30 days sight	1.82
Bank Bill, at 4 months sight	1.81
Credit, at 4 months sight	1.80
Documentary Bill, 1 month sight	1.79
Documentary Bill, 3 months sight	1.78
Documentary Bill, 6 months sight	1.77
Documentary Bill, 9 months sight	1.76
Documentary Bill, 12 months sight	1.75
Documentary Bill, 15 months sight	1.74
Documentary Bill, 18 months sight	1.73
Documentary Bill, 21 months sight	1.72
Documentary Bill, 24 months sight	1.71
Documentary Bill, 27 months sight	1.70
Documentary Bill, 30 months sight	1.69
Documentary Bill, 33 months sight	1.68
Documentary Bill, 36 months sight	1.67
Documentary Bill, 39 months sight	1.66
Documentary Bill, 42 months sight	1.65
Documentary Bill, 45 months sight	1.64
Documentary Bill, 48 months sight	1.63
Documentary Bill, 51 months sight	1.62
Documentary Bill, 54 months sight	1.61
Documentary Bill, 57 months sight	1.60
Documentary Bill, 60 months sight	1.59
Documentary Bill, 63 months sight	1.58
Documentary Bill, 66 months sight	1.57
Documentary Bill, 69 months sight	1.56
Documentary Bill, 72 months sight	1.55
Documentary Bill, 75 months sight	1.54
Documentary Bill, 78 months sight	1.53
Documentary Bill, 81 months sight	1.52
Documentary Bill, 84 months sight	1.51
Documentary Bill, 87 months sight	1.50
Documentary Bill, 90 months sight	1.49
Documentary Bill, 93 months sight	1.48
Documentary Bill, 96 months sight	1.47
Documentary Bill, 99 months sight	1.46
Documentary Bill, 102 months sight	1.45
Documentary Bill, 105 months sight	1.44
Documentary Bill, 108 months sight	1.43
Documentary Bill, 111 months sight	1.42
Documentary Bill, 114 months sight	1.41
Documentary Bill, 117 months sight	1.40
Documentary Bill, 120 months sight	1.39
Documentary Bill, 123 months sight	1.38
Documentary Bill, 126 months sight	1.37
Documentary Bill, 129 months sight	1.36
Documentary Bill, 132 months sight	1.35
Documentary Bill, 135 months sight	1.34
Documentary Bill, 138 months sight	1.33
Documentary Bill, 141 months sight	1.32
Documentary Bill, 144 months sight	1.31
Documentary Bill, 147 months sight	1.30
Documentary Bill, 150 months sight	1.29
Documentary Bill, 153 months sight	1.28
Documentary Bill, 156 months sight	1.27
Documentary Bill, 159 months sight	1.26
Documentary Bill, 162 months sight	1.25
Documentary Bill, 165 months sight	1.24
Documentary Bill, 168 months sight	1.23
Documentary Bill, 171 months sight	1.22
Documentary Bill, 174 months sight	1.21
Documentary Bill, 177 months sight	1.20
Documentary Bill, 180 months sight	1.19
Documentary Bill, 183 months sight	1.18
Documentary Bill, 186 months sight	1.17
Documentary Bill, 189 months sight	1.16
Documentary Bill, 192 months sight	1.15
Documentary Bill, 195 months sight	1.14
Documentary Bill, 198 months sight	1.13
Documentary Bill, 201 months sight	1.12
Documentary Bill, 204 months sight	1.11
Documentary Bill, 207 months sight	1.10
Documentary Bill, 210 months sight	1.09
Documentary Bill, 213 months sight	1.08
Documentary Bill, 216 months sight	1.07
Documentary Bill, 219 months sight	1.06
Documentary Bill, 222 months sight	1.05
Documentary Bill, 225 months sight	1.04
Documentary Bill, 228 months sight	1.03
Documentary Bill, 231 months sight	1.02
Documentary Bill, 234 months sight	1.01
Documentary Bill, 237 months sight	1.00
Documentary Bill, 240 months sight	0.99
Documentary Bill, 243 months sight	0.98
Documentary Bill, 246 months sight	0.97
Documentary Bill, 249 months sight	0.96
Documentary Bill, 252 months sight	0.95
Documentary Bill, 255 months sight	0.94
Documentary Bill, 258 months sight	0.93
Documentary Bill, 261 months sight	0.92
Documentary Bill, 264 months sight	0.91
Documentary Bill, 267 months sight	0.90
Documentary Bill, 270 months sight	0.89
Documentary Bill, 273 months sight	0.88
Documentary Bill, 276 months sight	0.87
Documentary Bill, 279 months sight	0.86
Documentary Bill, 282 months sight	0.85
Documentary Bill, 285 months sight	0.84
Documentary Bill, 288 months sight	0.83
Documentary Bill, 291 months sight	0.82
Documentary Bill, 294 months sight	0.81
Documentary Bill, 297 months sight	0.80
Documentary Bill, 300 months sight	0.79
Documentary Bill, 303 months sight	0.78
Documentary Bill, 306 months sight	0.77
Documentary Bill, 309 months sight	0.76
Documentary Bill, 312 months sight	0.75
Documentary Bill, 315 months sight	0.74
Documentary Bill, 318 months sight	0.73
Documentary Bill, 321 months sight	0.72
Documentary Bill, 324 months sight	0.71
Documentary Bill, 327 months sight	0.70
Documentary Bill, 330 months sight	0.69
Documentary Bill, 333 months sight	0.68
Documentary Bill, 336 months sight	0.67
Documentary Bill, 339 months sight	0.66
Documentary Bill, 342 months sight	0.65
Documentary Bill, 345 months sight	0.64
Documentary Bill, 348 months sight	0.63
Documentary Bill, 351 months sight	0.62
Documentary Bill, 354 months sight	0.61
Documentary Bill, 357 months sight	0.60
Documentary Bill, 360 months sight	0.59
Documentary Bill, 363 months sight	0.58
Documentary Bill, 366 months sight	0.57
Documentary Bill, 369 months sight	0.56
Documentary Bill, 372 months sight	0.55
Documentary Bill, 375 months sight	0.54
Documentary Bill, 378 months sight	0.53
Documentary Bill, 381 months sight	0.52
Documentary Bill, 384 months sight	0.51
Documentary Bill, 387 months sight	0.50
Documentary Bill, 390 months sight	0.49
Documentary Bill, 393 months sight	0.48
Documentary Bill, 396 months sight	0.47
Documentary Bill, 399 months sight	0.46
Documentary Bill, 402 months sight	0.45
Documentary Bill, 405 months sight	0.44
Documentary Bill, 408 months sight	0.43
Documentary Bill, 411 months sight	0.42
Documentary Bill, 414 months sight	0.41
Documentary Bill, 417 months sight	0.40
Documentary Bill, 420 months sight	0.39
Documentary Bill, 423 months sight	0.38
Documentary Bill, 426 months sight	0.37
Documentary Bill, 429 months sight	0.36
Documentary Bill, 432 months sight	0.35
Documentary Bill, 435 months sight	0.34
Documentary Bill, 438 months sight	0.33
Documentary Bill, 441 months sight	0.32
Documentary Bill, 444 months sight	0.31
Documentary Bill, 447 months sight	0.30
Documentary Bill, 450 months sight	0.29
Documentary Bill, 453 months sight	0.28
Documentary Bill, 456 months sight	0.27
Documentary Bill, 459 months sight	0.26
Documentary Bill, 462 months sight	0.25
Documentary Bill, 465 months sight	0.24
Documentary Bill, 468 months sight	0.23
Documentary Bill, 471 months sight	0.22
Documentary Bill, 474 months sight	0.21
Documentary Bill, 477 months sight	0.20
Documentary Bill, 480 months sight	0.19
Documentary Bill, 483 months sight	0.18
Documentary Bill, 486 months sight	0.17
Documentary Bill, 489 months sight	0.16
Documentary Bill, 492 months sight	0.15
Documentary Bill, 495 months sight	0.14
Documentary Bill, 498 months sight	0.13
Documentary Bill, 501 months sight	0.12
Documentary Bill, 504 months sight	0.11
Documentary Bill, 507 months sight	0.10
Documentary Bill, 510 months sight	0.09
Documentary Bill, 513 months sight	0.08
Documentary Bill, 516 months sight	0.07
Documentary Bill, 519 months sight	0.06
Documentary Bill, 522 months sight	0.05
Documentary Bill, 525 months sight	0.04
Documentary Bill, 528 months sight	0.03
Documentary Bill, 531 months sight	0.02
Documentary Bill, 534 months sight	0.01
Documentary Bill, 537 months sight	0.00
Documentary Bill, 540 months sight	0.00
Documentary Bill, 543 months sight	0.00
Documentary Bill, 546 months sight	0.00
Documentary Bill, 549 months sight	0.00
Documentary Bill, 552 months sight	0.00
Documentary Bill, 555 months sight	0.00
Documentary Bill, 558 months sight	0.00
Documentary Bill, 561 months sight	0.00
Documentary Bill, 564 months sight	0.00
Documentary Bill, 567 months sight	0.00
Documentary Bill, 570 months sight	0.00
Documentary Bill, 573 months sight	0.00
Documentary Bill, 576 months sight	0.00
Documentary Bill, 579 months sight	0.00
Documentary Bill, 582 months sight	0.00
Documentary Bill, 585 months sight	0.00
Documentary Bill, 588 months sight	0.00
Documentary Bill, 591 months sight	0.00
Documentary Bill, 594 months sight	0.00
Documentary Bill, 597 months sight	0.00
Documentary Bill, 600 months sight	0.00
Documentary Bill, 603 months sight	0.00
Documentary Bill, 606 months sight	0.00
Documentary Bill, 609 months sight	0.00
Documentary Bill, 612 months sight	0.00
Documentary Bill, 615 months sight	0.00
Documentary Bill, 618 months sight	0.00
Documentary Bill, 621 months sight	0.00
Documentary Bill, 624 months sight	0.00
Documentary Bill, 627 months sight	0.00
Documentary Bill, 630 months sight	0.00
Documentary Bill, 633 months sight	0.00
Documentary Bill, 636 months sight	0.00
Documentary Bill, 639 months sight	0.00
Documentary Bill, 642 months sight	0.00
Documentary Bill, 645 months sight	0.00
Documentary Bill, 648 months sight	0.00
Documentary Bill, 651 months sight	0.00
Documentary Bill, 654 months sight	0.00
Documentary Bill, 657 months sight	0.00
Documentary Bill, 660 months sight	0.00
Documentary Bill, 663 months sight	0.00
Documentary Bill, 666 months sight	0.00
Documentary Bill, 669 months sight	0.00
Documentary Bill, 672 months sight	0.00
Documentary Bill, 675 months sight	0.00
Documentary Bill, 678 months sight	0.00
Documentary Bill, 681 months sight	0.00
Documentary Bill, 684 months sight	0.00
Documentary Bill, 687 months sight	0.00
Documentary Bill, 690 months sight	0.00
Documentary Bill, 693 months sight	0.00
Documentary Bill, 696 months sight	0.00
Documentary Bill, 699 months sight	0.00
Documentary Bill, 702 months sight	0.00
Documentary Bill, 705 months sight	0.00
Documentary Bill, 708 months sight	0.00
Documentary Bill, 711 months sight	0.00
Documentary Bill, 714 months sight	0.00
Documentary Bill, 717 months sight	0.00
Documentary Bill, 720 months sight	0.00
Documentary Bill, 723 months sight	0.00
Documentary Bill, 726 months sight	0.00
Documentary Bill, 729 months sight	0.00
Documentary Bill, 732 months sight	0.00
Documentary Bill, 735 months sight	0.00
Documentary Bill, 738 months sight	0.00
Documentary Bill, 741 months sight	0.00
Documentary Bill, 744 months sight	0.00
Documentary Bill, 747 months sight	0.00
Documentary Bill, 750 months sight	0.00
Documentary Bill, 753 months sight	0.00
Documentary Bill, 756 months sight	0.00
Documentary Bill, 759 months sight	0.00
Documentary Bill, 762 months sight	0.00
Documentary Bill, 765 months sight	0.00
Documentary Bill, 768 months sight	0.00
Documentary Bill, 771 months sight	0.00
Documentary Bill, 774 months sight	0.00
Documentary Bill, 777 months sight	0.00
Documentary Bill, 780 months sight	0.00
Documentary Bill, 783 months sight	0.00
Documentary Bill, 786 months sight	0.00
Documentary Bill, 789 months sight	0.00
Documentary Bill, 792 months sight	0.00
Documentary Bill, 795 months sight	0.00
Documentary Bill, 798 months sight	0.00
Documentary Bill, 801 months sight	0.00
Documentary Bill, 804 months sight	0.00
Documentary Bill, 807 months sight	0.00
Documentary Bill, 810 months sight	0.00
Documentary Bill, 813 months sight	0.00
Documentary Bill, 816 months sight	0.00
Documentary Bill, 819 months sight	0.00
Documentary Bill, 822 months sight	0.00
Documentary Bill, 825 months sight	0.00
Documentary Bill, 828 months sight	0.00
Documentary Bill, 831 months sight	0.00
Documentary Bill, 834 months sight	0.00
Documentary Bill, 837 months sight	0.00
Documentary Bill, 840 months sight	0.00
Documentary Bill, 843 months sight	0.00
Documentary Bill, 846 months sight	0.00
Documentary Bill, 849 months sight	0.00
Documentary Bill, 852 months sight	0.00
Documentary Bill, 855 months sight	0.00
Documentary Bill, 858 months sight	0.00
Documentary Bill, 861 months sight	0.00
Documentary Bill, 864 months sight	0.00
Documentary Bill, 867 months sight	0.00
Documentary Bill, 870 months sight	0.00
Documentary Bill, 873 months sight	0.00
Documentary Bill, 876 months sight	0.00
Documentary Bill, 879 months sight	0.00
Documentary Bill, 882 months sight	0.00
Documentary Bill, 885 months sight	0.00
Documentary Bill, 888 months sight	0.00
Documentary Bill, 891 months sight	0.00
Documentary Bill, 894 months sight	0.00
Documentary Bill, 897 months sight	0.00
Documentary Bill, 900 months sight	0.00
Documentary Bill, 903 months sight	0.00
Documentary Bill, 906 months sight	0.00
Documentary Bill, 909 months sight	0.00
Documentary Bill, 912 months sight	0.00
Documentary Bill, 915 months sight	0.00
Documentary Bill, 918 months sight	0.00
Documentary Bill, 921 months sight	0.00
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Documentary Bill, 933 months sight	0.00
Documentary Bill, 936 months sight	0.00
Documentary Bill, 939 months sight	0.00
Documentary Bill, 942 months sight	0.00
Documentary Bill, 945 months sight	0.00
Documentary Bill, 948 months sight	0.00
Documentary Bill, 951 months sight	0.00
Documentary Bill, 954 months sight	0.00
Documentary Bill, 957 months sight	0.00
Documentary Bill, 960 months sight	0.00
Documentary Bill, 963 months sight	0.00
Documentary Bill, 966 months sight	0.00
Documentary Bill, 969 months sight	0.00
Documentary Bill, 972 months sight	0.00
Documentary Bill, 975 months sight	0.00
Documentary Bill, 978 months sight	0.00
Documentary Bill, 981 months sight	0.00
Documentary Bill, 984 months sight	0.00
Documentary Bill, 987 months sight	0.00
Documentary Bill, 990 months sight	0.00
Documentary Bill, 993 months sight	0.00
Documentary Bill, 996 months sight	0.00
Documentary Bill, 999 months sight	0.00
Documentary Bill, 1002 months sight	0.00
Documentary Bill, 1005 months sight	0.00
Documentary Bill, 1008 months sight	0.00
Documentary Bill, 1011 months sight	0.00
Documentary Bill, 1014 months sight	0.00
Documentary Bill, 1017 months sight	0.00
Documentary Bill, 1020 months sight	0.00
Documentary Bill, 1023 months sight	0.00
Documentary Bill, 1026 months sight	0.00
Documentary Bill, 1029 months sight	0.00